

IN THE CLAIMS:

Please amend the claims as follows:

Claim 1 (currently amended): A motorcycle sprocket, characterized in, that the sprocket consists consisting of a central portion (1) made from a light metal alloy and having pocket-like recesses (13), to which a peripheral toothed portion (2) made from ferrous alloy and having radial beams (21), is joined, using rivets (3) for joining said portions (1,2), which rivets are made of titanium alloy or stainless steel alloy and where said joining is created between ~~a plurality of said~~ radial beams (21) ~~integral with~~ of the peripheral toothed portion (2) and ~~said a plurality of pocket~~ pocket-like recesses (13) in the central portion (1), said radial beams (21) being overlapped across bottoms of ~~pocket~~ pocket-like recesses (13), and where a thickness of said radial beams (21), at least over the joining area, is decreased by 10 to 60%, in relation to the full thickness of said toothed peripheral portion (2), and a thickness of a bottom of ~~the pocket~~ said pocket-like recesses (13) in the central portion (1) is decreased by 20 to 70%, in relation to full thickness of the central portion (1) of the sprocket in relation to full thickness of the central portion (1) of the sprocket, characterized in, that a centering of the peripheral toothed portion (2) in relation to the central portion (1) acts over an outer circumference of the central portion (1) of said sprocket and that a side clearance between the radial beams (21) of the peripheral toothed portion (2) and side walls of the pocket-like recesses (13) of the central portion (1) is created, said clearance being 0.5 to 10% of the rivet (3) shank diameter.

Claim 2 (previously presented): A sprocket, according to claim 1, characterized in, that a centering of the peripheral toothed portion (2) in relation to the central portion (1)

acts over an outer circumference of the central portion (1) of said sprocket.

Claim 3 (previously presented): A sprocket, according to claim 2, characterized in, that rivets (3) for joining the central portion (1) with the peripheral toothed portion (2) are made of titanium alloy or stainless steel alloy.

Claim 4 (currently amended): A sprocket, according to claim 3, to characterized in, that a side clearance between the side ~~wall~~ walls ~~[[17]]~~ (17) of radial beams (21) of the peripheral toothed portion (2) and the circumferential walls (15) of the pocket recesses (13) of the central portion (1) is from ~~[[0,5]]~~ 0.5 to 10% of the rivet (3) shank diameter.

Claim 5 (previously presented): A sprocket, according to claim 4, characterized in, that lightening openings (14) are created in the central portion (1) of the sprocket.

Claim 6 (previously presented): A sprocket, according to claim 5, characterized in, that at least a circumferential strip is created between said lightening openings (14) and the outer circumference of the central portion (1), where the thickness of said strip, in radial direction, is at least 50% of the full thickness of said central portion (1).

Claim 7 (previously presented): A sprocket, according to claim 6, characterized in, that a wall is created between the lightening openings (14) and the pocket recesses (13) of the central portion (1), where a height of said wall is the same as the full thickness of said central portion (1) and a width of said wall is at least 50% of the full thickness of said

central portion (1) of the sprocket.

Claim 8 (previously presented): A sprocket, according to claim 1, characterized in that the radial beams (21) include side walls (17).

Claim 9 (previously presented): A sprocket, according to claim 1, characterized in that the pocket recesses (13) include circumferential walls (15).

Claim 10 (previously presented): A sprocket, according to claim 1, characterized in that the radial beams (21) include side walls (17) and the pocket recesses (13) include circumferential walls (15).

Claim 11 (new): A motorcycle sprocket comprising a light metal alloy central portion (1) having pocket-like recesses (13), a peripheral ferrous alloy toothed portion (2) having radial beams (21), titanium alloy or stainless steel alloy rivets (3) for joining the radial beams (21) of the peripheral toothed portion (2) within the pocket-like recesses (13) of the central portion (1), and wherein a side clearance between the side walls (17) of the radial beams (21) of the peripheral toothed portion (2) and the circumferential walls (15) of the pocket-like recesses (13) of the central portion (1) is 0.5 to 10% of the rivet (3) shank diameter.

Claim 12 (new): A motorcycle sprocket, according to claim 11, characterized in, that a centering of the peripheral toothed portion (2) in relation to the central portion (1)

acts over an outer circumference of the central portion (1) of said sprocket.

Claim 13 (new): A motorcycle sprocket, according to claim 12, characterized in, that rivets (3) for joining the central portion (1) with the peripheral toothed portion (2) are made of titanium alloy or stainless steel alloy.

Claim 14 (new): A motorcycle sprocket, according to claim 11, characterized in, that lightening openings (14) are created in the central portion (1) of the sprocket.

Claim 15 (new): A motorcycle sprocket, according to claim 14, characterized in, that at least a circumferential strip is created between said lightening openings (14) and the outer circumference of the central portion (1), where the thickness of said strip, in radial direction, is at least 50% of the full thickness of said central portion (1).

Claim 16 (new): A motorcycle sprocket, according to claim 15, characterized in, that a wall is created between the lightening openings (14) and the pocket recesses (13) of the central portion (1), where a height of said wall is the same as the full thickness of said central portion (1) and a width of said wall is at least 50% of the full thickness of said central portion (1) of the sprocket.

Claim 17 (new): A motorcycle sprocket, according to claim 11, characterized in that the radial beams (21) include side walls (17).

Claim 18 (new): A motorcycle sprocket, according to claim 11, characterized in that the pocket recesses (13) include circumferential walls (15).

Claim 19 (new): A motorcycle sprocket, according to claim 11, characterized in that the radial beams (21) include side walls (17) and the pocket recesses (13) include circumferential walls (15).